

EUROGATE TANGER S.A

APPENDIX III

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1. GENERAL INFORMATION:

Any orders, instructions and requests received by Terminal Operator from User, its personnel, its servants, agents, or subcontractors (including Ship's Master, Agents, or multi-modal operator), with respect to the provision of Container Terminal Services, shall be considered as orders, instructions, and requests of User, unless User clearly specifies who is authorized to send orders, instruction and requests. (See paragraph 11 [Summary of Data Interchange Requirements](#))

The Terminal Operator only acknowledges orders, instructions and requests that are in compliance with the required Data Interchange Requirements as specified in paragraph 11 [Summary of Data Interchange Requirements](#).

The Terminal Operator shall have the right, but is not obliged, to check the authenticity of signatures on orders, instructions and requests, as well as the authorization of the signatory of The User and its' Servants, Agents or Subcontractors.

All orders, instructions and requests shall be submitted in writing and/or via E-mail or EDI messages (See Paragraph 7 [EDI Messages](#)). In the event of same being submitted verbally, by way of exception, the Terminal Operator shall not be liable for any consequences resulting from the absence of a written order.

The verified Gross mass (VGM) is as defined in regulation IV/2 SOLAS convention 74 resolution MSC 380 (94) dated 21.11.2014 as implemented with "Decision de l'ANP et du Ministère de l'Équipement, du Transport et de la Logistique N°29/DG/2016 du 13 Juin 2016 au sujet des amendements à la convention « SOLAS »".

The verified gross mass (VGM) of Containers shall be received by the Terminal Operator only from the User or its local agent, by EDI messages.

The Terminal Operator shall not assume any liability with respect to Containers loaded, unloaded, shifted, transported, and handled at the Container Terminal and to their good order and condition where a wrong declaration of Cargo has been made (e.g. wrong IMO-class, weight, insufficiency or inadequacy of marks or insufficiency of packing) or latent defects of the Containers or Cargo.

2. SERVICES DESCRIPTION

2.1. Receipt and Delivery of Containers

For receiving or delivering of full or empty Containers to be loaded or unloaded into or from Ship, into or out of the Container Terminal on road chassis following services are provided.

- (a) Receipt and delivery of Containers at the gatehouse and all clerical work associated with receiving/delivering.
- (b) Reporting of external visible damage to Containers and preparing interchange Receipts (EIR) for such damaged Containers.
- (c) Inspection of seals, wiring, and presence of CSC/ACEP plates.
- (d) Reporting of Container movements into or out of the Container Terminal.
- (e) Unloading Containers off chassis or loading Containers onto chassis
- (f) Acceptance of export containers strictly limited to one Ship in the same service.

Working hours for receiving/delivering of Containers at the Container Terminal shall take place in accordance with paragraph 13 [Attachment 1 Start Operation and Gangs Calling](#).

2.2. Loading and Unloading of Containers to/from Ships

For the loading and unloading of Containers, full or empty, to/from a Ship, the following services are provided:

- a) Loading or Unloading Ship plan of each Container accordingly with User Instructions.
- b) Movement of Containers from Ship's cell/deck to wharf and vice versa
- c) Movement of Containers from wharfs to stacking area and vice versa.
- d) Tallying of Containers, completing stowage plan immediately after completion of operation and reporting.
- e) Reporting Container movements into and out of the Ship.
- f) Reporting of external visible damage to Containers while loading and unloading.
- g) Lashing or unlashings of deck Containers (material will be furnished by User at bays where it will be used).]

2.3. Transshipment of Containers:

For loading and unloading of Containers, full or empty, in transshipment from one ship to another, the following specific services are provided:

- a) Loading and unloading of Containers into/from on carrier/pre carrier Ship suitable for Container transport.
- b) Movement of Containers from stacking area to wharf and vice versa.
- c) Reporting of Container movements into and out of on carrier/pre carrier Ship.

2.4. Shifting of Containers:

- Shifting Bay to Bay: Movement of Containers, full or empty, within the same bay of a Ship.
- Restow: Movement of Containers, full or empty, from Ship's cell/deck to quay and restowing in Ship's cell/deck,

2.5. Inspection:

Movement of Containers for the purpose of cargo inspection by the competent authority (e.g. customs office). This movement includes extra moves and transportation to/from the inspection area. Operational procedures are described in paragraph 6.6 [Inspections of Full Containers](#).

2.6. Container Subject to Extra Moves:

Containers are subject to extra moves once initially received and stacked in the Terminal, excluding those for cargo inspection (see paragraph 2.5 [Inspection](#)). Such extra moves may be the result of:

- a) Lack of documents/information
- b) Late arrivals if all details were not known and agreed at closing time (see paragraph 3.4. [Late Arrivals](#))
- c) Change of weight-group and/or VGM status
- d) Change of Ship;
- e) Status change, such as change of import delivery status, change from operating reefer to non-operating one or vice versa.
- f) Change of destination
- g) Shifting between User 's and leasing company's stacks
- h) other causes, attributable to User acts or defaults.
- i) Washing activity, that might be performed in a specific area

2.7. Refrigerated Containers:

For Reefer containers under refrigeration at the Container terminal, following specific services are provided:

- a) Attaching and detaching of electrical plugs of the reefer Container at the reefer stacking area.
- b) Furnishing electric outlets and power consumed
- c) Recording and checking temperature and air ventilation status of the reefer Container every 12 or 24 hours (special or standard reefer respectively) whilst in the Container terminal and on receiving and delivering.
- d) Reporting faults immediately on discovery to User's representative and general co-ordination of any requirements.

Operational procedures are described in paragraph 4.2.2. [Pre Notice Reefer Containers](#), 6.2 [Reefer Container Additional Services](#)

2.8. Hazardous Container Handling and Storage

For Container containing Hazardous cargo, the following specific Services are provided:

- a) Yard space and facilities in accordance with regulations as specified by the competent local authority.
- b) Check at the gate of Labeling.
- c) Re-labeling or label removal on User demand.

Operations procedures are described in paragraphs 4.4 [Pre Notice Hazardous Containers](#), 6.1 [Hazardous Cargo](#), 6.9 [Weighing, Labeling, Re-sealing Requests](#), 14 [Attachment 2: General Conditions for Discharging/Loading IMO Cargoes](#)

2.9. Non-Standard Containers Handling and Storage

For Non-Standard Containers (Container whose cargo height and/or length and/or width or damaged container structure) requiring special attachment to the spreader for their handling, i.e. over height frame, chains, slings, etc., the following specific services are provided:

- a) Yard space, handling equipment, lifting accessories, lashing devices, in accordance with regulations as specified by the local competent authority.
- b) Non-Standard Containers dimensional measures and reporting on User demand or whenever the terminal operator judges it necessary.
- c) Checking and reporting lashing status of containers not stuffed under Terminal Operator responsibility
- d) Lashing and unlashings for securing the cargo by Labor is on User demand

Operations procedures are described in paragraphs 6.3 [Uncontainerized Cargo](#), 6.13 [Non-Standard Container Measuring](#).

2.10. Un-containerized Cargo Handling and Storage

For Un-containerized Cargo the following specific services are provided:

- a) Yard space, handling equipment up to 95t capacity, lifting accessories, lashing devices, in accordance with regulations as specified by the local competent authority.
- b) Lashing/unlashing services and cargo securing on User demand.

Operations procedures are described in paragraphs 4.6 [Pre Notice Un-containerized / Break Bulk Cargo](#), 6.3 [Un-containerized Cargo](#)

2.11. Other Services

Terminal Operator can perform additional services as specified in paragraph 6 [Special Containers and Other services](#).

3. SHIP OPERATIONS

3.1. Preliminary Ship information

Berth Planning egtberth@eurogate-tanger.com

Vessel Planning vessel.planning@eurogate-tanger.com

In order to ensure an efficient planning of the operations of the Terminal Operator, User shall provide all relevant technical details, including a complete General Arrangement Plan with minimum information of “Bay, Row, and Tier” of each Ship (Ship Profile) well in advance of the first call of such Ship at the Container Terminal in addition to the specified information below.

SHIP INFORMATION	DIMENSIONS	CAPACITY
a) Ship's name b) Owner c) Nationality d) Port of registry e) Official N° f) Classification society g) Type of Ship h) Call Sign i) IMO id n° (L.R. n°) j) Satellite Tel/fax k) mail	a) L.O. A b) Breadth Moulded c) Depth Moulded d) Max. Height Above Keel e) Upper Deck Line Above Keel f) Load Line Draft g) Top Fresh h) Fresh i) Tropical j) Summer k) Winter l) International G.R.T. n) Bow Thrusters o) Displacement (LOA>400mt) p) Air draft q) Bridge mark r) Others: - Type of twist locks - Lashing system - Gearbox position	a) Max. Container Cap (teus) b) Max. Container Cap (feus) c) Reefer Sockets d) Haz. Cargo Hold (bay): e) Max. 20' on deck f) Max. 40' on deck g) Max. 20' under deck h) Max. 40' under deck i) Max. 40' HC under deck j) Container stack weight - On deck 20' – 40' - Under deck 20' – 40' - Max 45 on Deck - Att Bays k) Hatch Cover Stack Weights l) Stack Weights Hold

3.2. Containership Voyage information (CVI)

Berth Planning egtberth@eurogate-tanger.com

Vessel Planning vessel.planning@eurogate-tanger.com

In order to ensure an efficient planning of the operations of the Terminal Operator, User shall inform in writing via @mail or via EDI (see paragraphs 7. [EDI Messages](#) and 12 [EDI messages exchange](#)) the Terminal Operator schedule and planning information of Containerships as follows:

3.2.1 Scheduling Information:

Send info to Berth Planning Office

Berth Planning egtberth@eurogate-tanger.com

3.2.2. Long Term (Monthly)

- a) Service/ User/owner name
- b) Containership's name
- c) Voyages code
- d) Port Rotation
- e) Day of call

In case the Containership schedule is known to be delayed against Appendix I agreed Berth window ETA (Expected Time of Arrival) with no possibility to recover such delay before arriving to EGT, the User shall specifically inform the Terminal Operator in writing, as soon as possible (i.e. departure from previous region), that a Containership is delayed compared with the agreed berth window, so to start a dialogue on how to manage the issue.

3.2.3. Weekly (7 days in advance)

- a) Service /User/owner name
- b) Containership name
- c) Voyage code
- d) Day of call
- e) ETA (Expected time of arrival)
- f) Containers/teus quantities to be loaded, discharged and re-stowed.
- g) Crane intensity indication (with the stowage plan)

The User is responsible towards Terminal Operator for co-loaders timely submission of respective Cargo forecasts

The User shall provide Terminal Operator with confirmation that CVI (Containership Voyage Information) for that Containership call is matching with criteria defined in Appendix I:

- a) ETA (Expected time of arrival): as Berth Window starts
- b) Total Number of Moves: as per Service call move count
- c) Crane Intensity: Service crane intensity that the User should make available for the duration of Containership operations

In case the CVI is not in accordance with Appendix I criteria the Terminal Operator and the User shall establish a dialogue to reduce negative impacts and evaluate remedial actions in order to specifically manage the requirements of the individual call, where the Terminal Operator reserves the right to determine the availability of resources and berth duration.

3.2.4. At least 48 hours working before Containerships arrival.

The user shall provide Terminal Operator with confirmation that the CVI for that Containership call is matching the criteria defined in Appendix I:

- a) ETA update if any
- b) Total Number of Moves details:
 - number of Load, Discharge, TS and Restows moves
 - indication of full/empty boxes/specials
- c) Crane Intensity details: BAPLIE and Stowage Plan indication (Movins Instructions if available see Parag. 7 EDI Messages) are requested

For Import and Export Stowage Plan intended for the specific call on a bay, row and tier basis (Movins Instructions if available see Parag. 7 EDI Messages) containing:

- a) Container type, standard, non-standard type, Reefer or Hazardous
- b) Special Cargo remarks
- c) Restows

The Terminal Operator will then release a provisional Containership Working Program (CWP) with indication of:

- ETB (estimated time of Berthing)
- Total number of Moves that can be performed
- ETC (estimated Time of Completion)

The provisional CWP will be subject to a final revision 24 hours before ship ETA as better described in paragraph [3.2.6. At the latest 24 hours before Containership's arrival](#) - Containership Working Program)

Variations deriving from activities carried out in Mediterranean Ports to be communicated as soon as practical, no later than 24 hours.

3.2.5. At the latest 36 hours before Containership's arrival

Planning information 36 hours in advance

Send info to Berth Planning Office

Berth Planning egtberth@eurogate-tanger.com

- a) ETA (Expected time of arrival) confirmation
- b) Moves Update on the expected number of containers for Discharging/Loading, Hazardous containers, Reefer Containers, Non-Standard Container, Uncontainerized Cargo, shifting and restows
- c) Containership Draft expected on arrival and departure.

Load information – loading list

Send info to Documentation Office

Documentation office documentation@eurogate-tanger.com

Information shall be sent (via EDI or e-mail) to competent office at least 36 Hours before Ship's arrival. It should contain:

- a) ID number and type of Container
- b) USER booking number
- c) Size, type and weight
- d) Final Port of discharge
- e) Port of Transshipment, if any
- f) In case of Hazardous Container: IMO class, UN number (See also Paragraph 4.2.1. [Pre-Notice Hazardous Containers](#))
- g) In case of Reefer or insulated Containers: temperature, ventilation, humidity. settings, for Reefers Containers to be connected to the Reefer plug. (See also Paragraph [4.2.2. Pre Notice Reefer Containers](#))
- h) For Uncontainerized Cargo all relevant information to allow the terminal to safely handling such cargo (See Paragraph 6.3 [Uncontainerized Cargo](#))

All Containers declared for loading should be compliant with all legal and customs aspects required by the local competent authority.

The load list shall be provided by the User no later than 36 hours before Containership's arrival, whereas amendments will be accepted until 12 hours prior 3.2.7. Containership's arrival within a regional schedule at the latest 12 hours prior

Any request for amendment of the load list 12 hours prior to ship arrival, late planning surcharge may be applied unless specifically agreed with Terminal Operator.

Terminal Operator should not be held responsible for any wrong loading resulting from manual instructions given by User.

Should there be containers for which no clearance by the competent authority is available, the User shall advise the Terminal Operator of this status, whereby such Containers will not be planned for loading, pending final Instructions from the User. If no such Instructions are received from the User, then they shall not be loaded on board the nominated Containership, at the sole risk and responsibility of the User. See also paragraphs 3.4.1 [Late Arrival by Ship](#) and 3.4.2 [Late arrivals via Road or Rail](#).

In accordance with the IMO-SOLAS amendment chapter VI dated 21.11.2014 effective July 1st, 2016, and as implemented with "Decision de l'ANP et du Ministère de l'Équipement, du Transport et de la Logistique N°29/DG/2016 du 13 Juin 2016", the Terminal Operator will only proceed to load Containers that are finally provided with VGM qualifier.

3.2.6. At the latest 24 hours before Containership's arrival

Planning information 24 hours in advance

Send info to Berth Planning and Ship Planning Offices and documentation

Berth Planning egtberth@eurogate-tanger.com

Vessel Planning vessel.planning@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

At least 24 hours before Ship's arrival, or 24 hours before the start of weekend for Ships arriving on Saturdays, Sundays or holidays:

- Information update
 - a) ETA (Expected time of arrival) if changed
 - b) Amount of containers for Discharging/Loading, Hazardous containers, Reefer Containers, Non-Standard Container, Uncontainerized Cargo, shiftings and restows
 - c) Vessel Draft expected on arrival and departure
 - d) Security information (see paragraph 10 [ISPS Requirements and Safety procedures, Terminal Area admittance](#))
- Updated Import Bay Plan on a bay, row and tier basis (BAPLIE file and COPRAR; see par. 7 EDI Messages), complete with all the vital details regarding containers on board. The following is an indication of the minimum information required:
 - a) Position on board of each single container (bay, row and tier)
 - b) Container ID number, type, size and Weight of Container
 - c) Discharge port, with clear indication of container that shall be discharged by the Terminal operator, both for import and transshipment box.
 - d) Indication of containers to be shifted on board or restowed (a list of containers to be shifted or restowed is also required)
 - e) In case of Hazardous Container: IMO class, UN number (See also Paragraph 4.2.1. [Pre-Notice Hazardous Containers](#))
 - f) In the case of Reefer or insulated Containers: temperature, ventilation, humidity, settings, for reefers or insulated Containers to be connected to the Reefer plug. (See also Paragraph 4.2.2. [Pre Notice Reefer Containers](#))
 - g) For Non-Standard Container clear indication of over width/over length/over height
 - h) For Uncontainerized Cargo all relevant information to allow the terminal to safely handling such cargo (See Paragraph 6.3 [Uncontainerized Cargo](#))
- Updated Export Stowage Plan intended for the specific call on a bay, row and tier basis complete with all the information needed by the Terminal Operator to prepare the Ship loading plan.
 - a) Stow Position on board where to stow the cargo to be loaded complete with POD and weight class indication

- b) Stow Position for containers to be shifted or restowed
- c) Stow Position of Hazardous containers with full respect of the segregation rules
- d) Stow Position for Reefer containers
- e) Stow Position for Non-Standard containers

Attention: the Terminal Operator reserves the right to rollover the cargo to the next departure of the same service for all containers initially scheduled to be loaded on an outgoing Containership (transshipment and export containers) available in the Yard and not included in the Final Loading List – The Terminal Operator shall not be held liable for claims, errors and omissions. All costs generated will be under the User's account.

Special loading requirement

Send info to Ship Planning and Documentation Offices and Yard

Vessel Planning vessel.planning@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

yard planning: yard.planning@eurogate-tanger.com

Special remarks such as late arrival, under deck stowage, on deck stowage, far away from hot/cold, under sea level, protected stowage etc., shall be sent 24 hours prior to Ship' arrival / before the Container enters the Terminal to the Ship Documentation Office and Yard Office.

The message shall be sent by Users and must contain User booking nr., ID number, Ship, POD, weight.

In case of discrepancies between orders sent by the User department and their agency, the instructions sent by the User shall prevail.

Discharge information – Discharge list

Send info to Documentation Office

Documentation documentation@eurogate-tanger.com

Information shall be sent (by EDI or e-mail) to Documentation (Ship Documentation), at least 24 hours before Ship's arrival or 24 hours before weekend or holidays.

It should contain:

- a) Pre carrier Containership name and voyage number
- b) On carrier Containership name and voyage number
- c) ID number and type, size and Weight of Container
- d) Final destination and Port of Destination.
- e) Means of transport and/or delivery (truck, rail, feeder)
- f) In case of Hazardous Container: IMO class, UN number (See also Paragraph 4.2.1. [Pre-Notice Hazardous Containers](#))

- g) In case of Reefer or insulated Containers: temperature, ventilation, humidity. Settings, for reefers or insulated Containers to be connected to the Reefer plug. (See Paragraph 4.2.2. [Pre Notice Reefer Containers](#))
- h) For Uncontainerized Cargo all relevant information to allow the terminal to safely handling such cargo (See Paragraph 6.3 [Uncontainerized Cargo](#))
- i) Non-Standard Containers details.

Transshipment Connection

Send info to Berth Planning and Ship Planning Offices

Berth Planning egtberth@eurogate-tanger.com

Vessel Planning vessel.planning@eurogate-tanger.com

Transshipment Containers shall be discharged at least 24 hours before the arrival of connecting Ship, unless otherwise agreed by Terminal Operator

Containership Working Program

With reference to the provisional Containership Working Program) and on the base of the updated CVI described above (see paragraph [3.2. Containership Voyage information \(CVI\)](#)), the Terminal Operator will return the User with a final Containership Working Program (CWP) which will define the agreements for that specific call as far as concerns:

- ETA (Expected time of arrival)
- ETB (Estimated time of Berthing) and start of operation
- Agreed number of moves
- ETC (Estimated time of completion)
- ETD (Estimated time of departure)

Resources Planning

Send info to Berth Planning Office

Berth Planning egtberth@eurogate-tanger.com

Adherence to the timetable paragraph [13 Attachment 1 Start Operation and Gangs](#) Calling is vital to enable terminal to properly plan resources in accordance with agreements in force.

On the base of the above listed required information, the Terminal Operator shall plan the required resources and shall provide confirmation of the Containership Working Program, indicating the agreed Start/End of operations time and the Estimated Departure Time (ETD):

- For any amendment requiring a change of planned resources, Penal Volumes may be applied.
- For any delay in either in the arrival of a Containership or delays during the agreed Containership Working Program, then idle time clause may be applied.

EUROGATE Tanger S. A.

Société anonyme à Directoire et à Conseil de
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The berthing and un-berthing time is granted to the Ships only for the time required to perform loading and discharging operation. Any time that the Ship wishes to remain alongside will not be accepted unless previously and specifically agreed with the Terminal Operator. The Terminal Operator reserves the right to ensure that the Containership vacates the berth at Containership's expenses after completion of loading and discharging operations.

3.2.7. Containership's arrival within a regional schedule at the latest 12 hours prior.

If the time and distance from the previous port is less than 24 hours, the User shall provide the final information (see paragraph [3.2.6. At the latest 24 hours before Containership's arrival](#) Planning Information 24 hours in advance) no later than 12 hours prior to the scheduled arrival of a Containership. Any consequences for changes in the agreed Containership Working Program shall be for the account of the User.

3.3. Idle Time

Idle Time shall be considered on the account of the User as follows:

- a) Ship's arrival after commencement of ordered shifts/agreed start operation's time
- b) Any incident beyond the control of the Terminal Operator on board the User's Ship hindering operations.
- c) Waiting for Cargo and orders.

3.4. Late Arrivals

3.4.1. Late Arrival by Ship:

Send info to Ship Planning and Documentation Offices
Vessel Planning vessel.planning@eurogate-tanger.com
Documentation documentation@eurogate-tanger.com

The Terminal Operator may accept late arrivals already present on the final loading information (see paragraph [Load Information - Loading List](#)) sent by User, provided that:

- a) Containers are discharged maximum 6 hours prior to the commencement of the on-carriage ships operations.
- b) Containers are customs cleared within the time frame specified in paragraph [13 Attachment 1 Start Operation and Gangs Calling](#).
- c) Specific stowage instructions are provided by User that do not delay the agreed Containership Working Program.
- d) Late containers do not exceed 3% of the total number of containers planned for loading.

The Terminal Operator may accept late arrivals not present on the final loading information provided by User to connecting Containership already under operations, on case-by-case basis,

provided that specific stowage instructions are provided by User and do not delay the agreed Containership Working Program.

Furthermore, User is responsible for sending final changes for Load Information to the Terminal Operator, latest 12 hours before Containership's arrival. All Containers declared for loading should be compliant with all legal and customs aspects required by the local competent authority.

3.4.2. Late arrivals via Road (Gate)

Send info to Ship Planning and Documentation Offices

Vessel Planning vessel.planning@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

The Terminal Operator may accept late arrivals already declared on the final loading information (see paragraph [Load Information - Loading List](#)) on a case-by-case basis, provided this does not interfere with the agreed Containership Working Program and may upon the User's specific request, receive Containers bound to the nominated Containership beyond the agreed closing times, provided that:

- a) Containers are scheduled to arrive no later than 3 hours prior to the Containership arrival
- b) Late containers do not exceed 1% of total number of containers planned
- c) Containers are compliant with local regulations
- d) User request contains all data needed to enable receiving of the container into the Container Terminal
- e) Specific Stowage instructions are provided by User and do not delay the agreed Containership Working Program.
- f) Adherence to all procedures listed in Paragraph 4 "[Receipt and Delivery/acceptance of export Containers](#)"

3.5. Loading Empty Containers

Send info to Ship Planning and Documentation Yard Offices

Vessel Planning vessel.planning@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

Yard yard.planning@eurogate-tanger.com

Empty containers are stacked in the terminal in block stowage by size, type and User only.

Users' requests must include all the relevant information, as follows:

- The total number of empty containers to be loaded
- Size and type
- POD
- Booking Number (not mandatory)

If a particular selection of empty containers is required (i.e. equipment off-hired, for sale, damaged, heavy payload, cold treatment, PTI, special pre-fix, inspection, sealing etc.), such a request shall be sent to the competent office five (5) working days in advance specifying the requirements.

Shifting in the yard, needed in order to accomplish the request, may be charged.

When Containers are required to be transferred from separate stacks of segregation, requiring transport / carriage by the Terminal Operator, such requests shall be submitted three (3) working days prior Containership's arrival.

4. RECEIPT AND DELIVERY

4.1. General Information

Users shall provide Terminal Operator one (1) working days' notice prior to delivering export Containers, Non-Standard Containers or Uncontainerized Cargo (stating booking reference and/or Container number, name of Containership Ship, destination and all other vital details) and withdrawing import Containers, Non-Standard Containers or Uncontainerized Cargo from the Container Terminal, with indication of expected truck arrival time.

4.2. Receiving and Delivery Pre Notice

Send info to Gate and Documentation Office

Gate gate@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

For Import and Export Container, the User shall provide the Terminal via EDI (recommended) or e-mail or Web portal with the following information at least 24 hours before container arrival:

- a) Pre carrier Containership (for Import Container)
- b) On-carrier Containership (for Export Container)
- c) Booking number
- d) POD (Port of Destination)
- e) Container general data: size, type, weight and VGM qualifier (Export Container)

The weight should be actual gross combined total of Cargo, packaging and tare weight of the Container in kilos.

User is responsible for correctness and accuracy of information.

Containers for which pre-acceptance booking information is missing will not be accepted into the terminal until such time as the information is corrected / provided. Terminal Operator shall not be held responsible for incorrect information.

4.2.1. Pre-Notice Hazardous Containers

Send info to Documentation & Gate Documentation & Yard Offices (gate ops)

Gate gate@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

Yard Planning yard.planning@eurogate-tanger.com

User's request for acceptance of Hazardous Containers shall be sent to Gate, Documentation and Yard, at least 24 hours before container's expected arrival or withdrawal.

The message must include all relevant information:

- Container number, User booking number IMO class, UN number, Flash point, Weight
- Pre carrier ~~ship~~ Containership name and voyage number
- Port of discharge
- On-carrier Ship name and voyage number
- Delivery mode and time

Each booking is allocated an acceptance document by a local competent authority (that may also specify a date of entrance), to enable the Container to enter the Terminal.

Please note Containers will not be received into the terminal where an acceptance document is missing/incorrect, until such time as the information is corrected/provided. The Terminal Operator shall not be held liable for claims, errors and omissions.

For Import and Transshipment Containers Terminal Operator may need the "Dangerous Cargo Declaration" and/or the "Special IMO Cargo List" as soon as available by the User's agency.

The Terminal Operator reserves the right to not accept an IMO Container in order to be compliant with the applicable security regulations.

4.2.2. Pre Notice Reefer Containers

Send info to Documentation & Gate & Yard Offices (gate ops)

Gate gate@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

Yard Planning yard.planning@eurogate-tanger.com

For Reefer Container, the User or designated agent (forwarders and/or Shipping Line) shall issue the booking to the competent office stating the following compulsory information at least 24 hours before Container delivery or withdrawal.

For Each Reefer Container a Cooling Order shall be sent directly to the competent office 24 hours before Container's arrival at Terminal, the day prior to the expected receipt at the terminal or delivery from the terminal.

The Cooling Order shall contain:

- a) User Booking number
- b) Container ID number
- c) Size and type of Container
- d) Characteristics of the Cargo
- e) Set temperature and range (Min./Max.)
- f) Ventilation and humidity setting (if required)
- g) On-carrier Containership and voyage
- h) Port of discharge

If the above is not respected, the container will not be accepted or delivered.

User is responsible for correctness and accuracy of information. Terminal Operator shall not be held responsible for incorrect information.

Please note Containers for which pre-acceptance booking information is missing will not be accepted into the terminal until such time as the information is corrected / provided.

4.2.3 Pre Notice Uncontainerized / Break Bulk Cargo

Send info to Operations Office

Responsibleshift@eurogate-tanger.com

Najib.chikhi@eurogate-tanger.com

Vessel.planning@eurogate-tanger.com

Egtberth@eurogate-tanger.com

User's request for the acceptance or delivery of Uncontainerized Cargo shall be sent to the competent office above, at least 5 working days before Uncontainerized Cargo's expected arrival or withdrawal.

At least 24hours before the agreed date of receiving/delivery, the User shall send a pre notice via e-mail containing:

- a) ID number provided by terminal (i.e. EGTY XXXX)
- b) Relevant identification codes (i.e. marks, labels, numbers, etc.).
- c) Time of arrival
- d) See also paragraph 6.3 [Uncontainerized Cargo](#) for quotation procedure

In case of a variation in the operations originally agreed and quoted, a complete re-evaluation process by the competent office shall be required.

4.3. Delivery Order

Send info to Gate & Documentation Office

Gate gate@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

The delivery order should be presented by hand or by EDI to the competent office at least 1 (one) hour before the delivery of an import Container.

The delivery order should contain:

- a) Name of Pre carrier Ship.
- b) Discharging date.
- c) Number of Bill of Lading (not compulsory)
- d) Customs forwarder (not compulsory)
- e) Container(s) ID (or Break Bulk ID Code).
- f) Delivery Order expiring date.
- g) In case of hand delivery date and signature of User agency representative.
- h) The unit number
- i) The truck license plate (not compulsory)

In case the User decides to use a different Delivery Order format compared to the one already in use, the Terminal Operator should be informed at least seven (7) days prior to the effective start of the new format utilization.

4.4. Export Receiving Time

Send info to Gate and Documentation Office

Gate gate@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

Admission of Export Containers is based on the enclosed table (paragraph 13 Attachment 1 Start Operation Contractual) advising shows the closing dates and time for the acceptance of Containers. This may be amended from time to time at the sole discretion of the Terminal Operator.

Any request for gate opening, not reflecting the paragraph 13 Attachment 1 Start Operation Contractual, shall be agreed time by time between The Terminal Operator and the User and any extra cost arising will be charged accordingly.

4.5. Receiving and Delivery by Truck (Gate in – Gate Out)

Send info to Gate & Documentation Office

Gate gate@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

4.5.1. Container Receiving

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On arrival at the Terminal, the trucker shall produce at the competent office a transport document containing:

- a) User Booking number
- b) Container ID number
- c) In case of Hazardous Container, Harbour Master' acceptance number is needed

All containers received by truck should have evidence of a weighing certificate or a pre-advised request to weigh the Container.

If the VGM qualifier has not been submitted by the User by the time the truck first reports its' arrival at the gate, such Containers shall be isolated at the sole risk and expense of the User.

In case of Hazardous Container, Harbour Master' "Access / Exit Authorization" document is required.

In case of data contradictions or discrepancies between trucker's documentation and booking registration, the instructions received by the User shall prevail.

Containers for which the pre-acceptance booking information has not been submitted by the User will not be accepted into the Container Terminal until such time as the information is corrected / provided

An Equipment Interchange Receipt (EIR) will be issued at Terminal Operator Gate, and one copy is given to the trucker.

The Terminal Operator will only accept Containers and Cargo for one export sailing.

If Containers entering the gate do not comply with standard requirements (including but not limited to an expired CSC plate, missing ACEP, incorrect seals and/or labels, leakage or overweight), the Terminal Operator personnel shall inform the User. Such Containers shall be isolated at the sole risk and expense of the User and not handled until such time as the requirements are corrected.

4.5.2. Container Delivery

For import container withdrawal a valid Delivery Order must be issued (see Paragraph [4.3. Delivery Order](#))

A limited number of containers may be agreed for urgent import delivery during Containership operations provided that all import procedures have been complied with.

An Equipment Interchange Receipt (EIR) will be issued at Terminal Operator Gate, and one copy is given to the trucker.

4.5.3. Uncontainerized / Break Bulk Cargo Receiving and Delivery

External trucks for all export and import uncontainerized cargo must arrive at the terminal at least two (2) hours before the Containership's scheduled arrival.

5. SEAL INSPECTION AND REPORTING

5.1. Container Seals

User shall affix the seal on the door on the right side

5.1.1. Technical Specification

All seals shall be in full compliance with international standard (ISO PASS 17712)
The Terminal Operator shall inspect one seal per container.

5.1.2. Seal Numbers

User shall at all times provide the Terminal Operator with all details, against which the Terminal Operator shall verify the same (Gate ops).

5.1.3. Inspection and Reporting

Receival and Delivery: Presence, integrity and seal number are inspected for full and empty Containers. Details are provided in the Gate in and Gate report sent to the User by the Terminal operator via EDI (CODECO).

Loading/Discharging: Presence of the seal in the Loading/Discharge report sent to the User by the Terminal Operator via EDI (COARRI) will include confirmation of the seal presence

5.1.4. Missing / Replacement Seals

The Terminal Operator shall replace missing/broken seals upon discovery during the inspection process. The Terminal Operator shall inform the User of the details of the revised seal.

The User should provide the Terminal Operator with the seals, in the event the seals are not present, the terminal will apply its own seals, and additional fees will be charged as per contract

5.1.5. Additional Services

Additional services may be performed as agreed from time to time between the User and the Terminal Operator

6. SPECIAL CONTAINERS AND OTHER SERVICES

6.1. Hazardous Cargo

Send info to Documentation Office (vsl ops) or Gate & Documentation Office (gate ops)

Gate gate@eurogate-tanger.com

Documentation documentation@eurogate-tanger.com

Containers must bear on all 4 external sides the relevant labels indicating the correct IMO class of the Container and the UN Number. This must be reconciled with all pre-registration of booking information and documentation accompanying the container. Enclosed table (see paragraph 14 Attachment 2: General Conditions for Discharging/Loading IMO Cargoes) shows the maximum quantity of IMO Containers which can be accepted into the Container Terminal. The entrance and/or discharging of these Containers into the Terminal area must be agreed by e-mail with the Yard & Documentation Office. See paragraph

[4.2.1. Pre-Notice Hazardous Containers](#)

6.2. Reefer Container Additional Services

Send info to Reefer Dept.

The services below can be provided only after confirmation from the competent Office.

In any case a request, inclusive of all the relevant details and information, must be sent via @-mail at least one working day preceding the required service.

Reefer Container Services:

- a) Pre-cooling
- b) PTI and Set Point Empty
- c) Set Point Empty
- d) Data Download
- e) Coordination for Reefer Container Repairs
- f) Attaching/Detaching Gen-Set on/from Reefer Containers

6.3. Uncontainerized Cargo

Send info to Operations Office, Customer Service

Responsibleshift@eurogate-tanger.com

Najib.chikhi@eurogate-tanger.com

Vessel.planning@eurogate-tanger.com

Egtberth@eurogate-tanger.com

Sara.jenad@eurogate-tanger.com

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All requests regarding Uncontainerized Cargo (Break Bulk cargo) shall be sent by email:

- Customer service for quotation
- Operations Office for information and technical details

Request shall contain:

- a) Detailed technical description of Cargo and possible packing.
- b) Sketches of Cargo and associated parts, also indicating lashing and lifting points.
- c) Exact gross weight of the pieces, overall dimensions and center of gravity
- d) Loading/Discharging (on flat rack, platform, open top or else), lifting and lashing instruction.
- e) Receiving/delivering instruction, date in which operations shall take place
- f) Name of pre and on carriage Containership,

The competent office will confirm the request and quote costs for the operation.

CS – Competent office and share the quote with the Customer.

The User shall confirm its acceptance in writing and confirm the expected entrance date with the Competent Office and shall quote on all communications/documentation a unique ID/Reference Number assigned by the Terminal Operator. All communications following the acceptance of Cargo shall be sent either to the Customer Service Office or Operations Office.

All operations concerning the receiving/delivery to/from the Container Terminal of the Cargo and its loading/discharge onto the Ship will be supervised by Terminal Operator personnel; actual time required for the loading/discharging and receiving/delivery operations will be validated by Terminal Operator personnel; a representative from the Ship or a Surveyor are invited to attend if so, required by the User.

Operational details and communications related to Shipment should also be sent to Documentation, Berth and Ship Planning office

Final costs will be adjusted depending on operational needs

6.4. Empty Container Management

Send info to Documentation and Yard Planning Offices

Documentation documentation@eurogate-tanger.com

yard planning yard.planning@eurogate-tanger.com

In principle, empty Containers may not be stored at the Container Terminal, except those empty Containers unloaded from and awaiting loading into User's Ships

Empty containers are stacked in the terminal in block stowage, separated by size and type only.

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Any specific segregation requirement by the User must be communicated and agreed with the Terminal Operator before the arrival in terminal of the unloading Ship or prior container's Receiving and Delivery.

For any particular segregation in the yard (i.e. equipment off-hired, for sale, damaged, heavy payload, cold treatment, special pre-fix, etc.) a request shall be sent to the competent office specifying the requirements.

User acknowledges and accepts that empty Containers are delivered on random basis. In case a specific criterion of any kind is required, the User shall provide a minimum notice period of two (2) working days to the Terminal Operator. The related fees will be charged.

6.5. Transportation Empty Containers between Terminal/Inland Terminal

(Not applicable)

6.6. Inspections of Full Containers

Send info to Gate & Documentation

Gate gate@eurogate-tanger.com

Documentation: documentation@eurogate-tanger.com

Responsible shift: Responsibleshift@eurogate-tanger.com

The user's agent shall send the inspection request e-mail directly to the competent office not later than 15.30 hours the day preceding the required Container inspection.

The User shall inform if the Container is ordinary Hazardous or fumigated and declare whether the opening of the container may pose any particular risk. This should be included in the request email.

Whether any risk exists, the opening of the container can be made only after prior confirmation from the QHSSE and in compliance with any requirements specified therein.

In the case of inspection to the exterior of container or to the seal, irrespective whether full or empty, request shall be sent to the competent office.

Please note that inspection requests for export containers shall render such containers as not being available for loading until such time as they are cleared for loading by the local competent authority.

After the completion of the inspection operation new seal will be applied according to paragraph [5. SEAL INSPECTION AND REPORTING](#)

6.7. Inspection Empty Container

Send info to Gate & Documentation

Gate gate@eurogate-tanger.com

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Responsible shift: Responsibleshift@eurogate-tanger.com

The provision of inspection of empty containers shall be made by mutual agreement between The Terminal Operator and the User and is subject to agreement on specific requirements.

6.8. Weighing, Labelling, Re-sealing Requests

Send info to Gate & Documentation Office

Gate gate@eurogate-tanger.com

Documentation: documentation@eurogate-tanger.com

The User shall send a specific request no later than 15.30 hours the day preceding the required service.

6.9. Dry Sweeping of Containers

Send info to Gate & Documentation Office

Gate gate@eurogate-tanger.com

Documentation: documentation@eurogate-tanger.com

The services here below can be provided only after confirmation from the competent office.

The User shall send a specific request no later than 15.30 hours the day preceding the required service.

6.10. Mounting/Dismounting of Bundles or Mafi Bundles

Send info to Gate & Documentation Office

Gate: gate@eurogate-tanger.com

Documentation: documentation@eurogate-tanger.com

The services here below can be provided only after confirmation from the competent office.

The User shall send a specific request no later than 15.30 hours the day preceding the required service.

6.11. Personnel Assistance for Survey

Send info to Security Office

Gate: gate@eurogate-tanger.com

Documentation: documentation@eurogate-tanger.com

The services here below can be provided only after confirmation from the competent office.

The User shall send a specific request no later than 15.30 hours the day preceding the required service.

6.12. Non-Standard Container Measuring on Demand

Send info to Gate & Documentation Office

Gate: gate@eurogate-tanger.com

Documentation: documentation@eurogate-tanger.com

The services here below can be provided only after confirmation from the competent office.

The User shall send a specific request no later than 15.30 hours the day preceding the required service.

6.13. Stuffing and Stripping

Send info to Gate & Documentation Office

Gate: gate@eurogate-tanger.com

Documentation : documentation@eurogate-tanger.com

Responsible: shift ResponsableShift@eurogate-tanger.com

The services here below can be provided only after confirmation from the competent office.

The User shall send a specific request no later than 15.30 hours the day preceding the required service.

The Terminal operator may request to inspect the container to evaluate the operation feasibility. The User shall request the inspection via @-mail, following the inspection procedure (see paragraph. [6.6. Inspections of Full Containers](#)).

Once the opening container is completed, the Terminal Operator will revert to User with the eventual operation feasibility and relative economic quotation.

After the User confirms in writing via @-mail the acceptance of such quotation, he will agree with Terminal Operator a suitable time frame to carry out the Stuff/Strip operation.

When the operation is completed, the Terminal Operator will send a confirmation notice.

6.14. Washing

Send info to Gate & Documentation Office

Gate: gate@eurogate-tanger.com

yard planning: yard.planning@eurogate-tanger.com

The User select the units requiring PTI and/or washing.

The services here below can be provided only after confirmation from the competent office.

The User shall send a specific request no later than 15.30 hours the day preceding the required service.

Upon approval, the containers will be transferred to the washing area, cleaned by qualified technicians, and subsequently returned to their designated storage area. Proper coordination and communication shall be maintained throughout the process.

All PTI and washing services shall be charged in accordance with the terms specified in the contract.

7. EDI MESSAGES

All EDI message standards shall be in compliance with UN/EDIFACT-EDI standard messages that may be found at www.smdg.org
“Documentation” Order

1. Loading List
2. Discharge List
3. Delivery order
4. Pre notice Arrival (Truck information)
6. Cooling Order (Reefer)
7. Movins

If the User is unable to comply with the above resulting in the requirement of The Terminal Operator to manually input User data into its' systems, then The Terminal Operator reserves the right to be reimbursed for expenses incurred via a “Missing Edifact Information “Fee.

Each EDI message shall include the minimum data elements as described elsewhere in this Appendix II.

If any EDI messages are incomplete / incorrect resulting in the requirement of The Terminal Operator to manually correct / input User data into its' systems, then The Terminal Operator reserves the right to be reimbursed for expenses incurred via a “Missing Edifact Information “Fee.

Detailed information regarding UN/EDIFACT – EDI messages are provided in attachment 4 EDI Messages exchange

8. DAMAGE AND CLAIMS

Send info to Operations & Claims Office & Customer care Offices

8.1. Damage reporting during operation

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Specific procedures shall be adhered to:

Damage to container/cargo during receiving and delivery: Any alleged loss or damage must be immediately reported to the Terminal Operator and a damage report must be established, signed and stamped between both parties.

Damage to the vessel while in berth: Any alleged loss or damage must be immediately reported to the Terminal Operator and a damage report must be established, signed and stamped by both parties.

The Terminal Operator is not responsible for claims which are not reported on the spot, and which are not documented by a damage report established, signed and stamped by both parties.

8.2. Claim Communication

Send info to Operations & Claims Offices & Customer care Offices

All operative claims should be sent to the Claims Department Office by e-mail.

All administrative claims should be sent to the Customer Service Office by e-mail.

Terminal Operator does not guarantee a response and assumes no responsibility if the claim is sent or communicated to other offices.

9. GENERAL INFORMATION REQUESTS

Send info to Operations Office

All general inquiries should be referred to the Operations Office and Customer Service in the first instance.

10. ISPS REQUIREMENTS AND SAFETY PROCEDURES, TERMINAL AREA ADMITTANCE

10.1. Security

The Port Facility applies a Port Facility Security Plan approved by the Designated Authority in accordance with the ISPS Code and according to the criteria applied under the National Program for Maritime Security.

The Port Facility Security Plan contains, as required by international regulations, all instructions aimed at:

- Determine in which cases a Document of Security (DoS) has to be issued
- Access Control
- Monitoring of the port facility
- Restricted Areas

- Handling of cargo
- Ship's Stores
- Security's Communications

Details of Port Facility Security Officer and his Deputy are available on the Directory.

The competent office will provide the operational information and procedures related to the items listed above and will update the information when needed.

10.2. Safety:

Terminal ensures full respect of all legislation regarding safety and health at work.

In this context, the terminal and the customer cooperate to maintain high security standards, exchange of all vital information regarding the risk assessments, preventive measures and emergency management.

For this purpose, for each ship operating in the facility, the Terminal Operator will hand over to the Vessel Master a document which contains:

- Indication of the obligations and prohibitions that crew members are required to comply with
- a check list, called the "Master Declaration", in which the Vessel Master is required to give information about all the risks existing on board the ship, to which terminal workers may be exposed while working on board.

It is understood that in the presence of risks not previously reported from the ship, the operations may eventually be suspended for the purpose of their assessment.

In case risks are present, the Terminal Operator and Vessel Master shall determine and implement the most appropriate measures to eliminate or to reduce them.

11. SUMMARY OF DATA INTERCHANGE REQUIREMENTS

11.1. Documents to be issued by User or Terminal Operator

List of information to be issued by the Terminal Operator and the User in order to ensure efficient Terminal Operation and dispatch of Ship as outlined in the clauses of the Terminal Contract:

	Issued by User	Issued by terminal operator	Authorized subjects (*)
DOCUMENT and EDI MESSAGES			
<u>Reception of containers</u>			
Booking list	X		
Receiving order	X		
Shipping order	X		
Port Authority documents	X		
Hazardous / Reefer / Awkward documentation	X		
Interchange reception		X	
Gate movement report		X	
<u>Delivery of containers</u>			
Arrival notice (24 hours before delivery)	X		
Customs documentation	X		
Release order	X		
Interchange reception		X	
Gate movement report		X	
<u>Loading containers into ship</u>			
Stowage outline (EDI MOVINS)	X		
Final stowage plan (EDI BAPLIE)		X	
Final E.T.A notice	X		
Final E.T.B notice		X	
Loading list (LOAD COPRAR)	X		
Loading summary (by User, POD, type and status)	X		
Loading confirmation (COARI)		X	
<u>Discharging containers from ship</u>			
Final E.T.A notice	X		
Final E.T.B notice		X	
Ship's cargo plan (EDI BAPLIE)	X		
Manifest	X		
Discharge list (Discharge COPRAR)	X		
Discharge summary (by User, POL, type and status)	X		
Discharging confirmation (COARI)		X	

(*) This column has to be filled by the User

12. EDI MESSAGES EXCHANGE

12.1. Contractual

SHIPPLANNING		
NAME	FUNCTION	VERSION
Baplie	Bayplan	1.5-2.0-2.1-3.0
Movins	Stowage	1.5-2.0-2.1

CONTAINER MESSAGES		
NAME	FUNCTION	VERSION
Codeco	Gate IN/OUT report	1.0-1.2-1.4-1.6-2.1
Coreor	Release order	1.2-1.4-2.0
Coarri	Load/discharge report	1.2-1.4-1.6-2.1
Coprar	Load/discharge order	1.2-1.4-1.6-2.1
Coparn	Pre arrival notification (Booking)	1.2-1.4-1.6-2.1

12.2. Non contractual

VARIOUS		
NAME	FUNCTION	VERSION
Tpfrep	Performance report	2.0-3.0-4.0
Invoice	Invoice message	1.0

13. ATTACHMENT 1 START OPERATION AND GANGS CALLING REQUIREMENT

START OF SHIP OPERATIONS		
DAY	SHIFT	CALLING within
Monday	01.30 – 07.30	Saturday 15.00
	07.30 – 13.30	Saturday 15.00
	13.30 – 19.30	Monday 09.00
	19.30 – 01.30	Monday 13.00
Tuesday	01.30 – 07.30	Monday 16.00
	07.30 – 13.30	Monday 16.00
	13.30 – 19.30	Tuesday 09.00
	19.30 – 01.30	Tuesday 13.00
Wednesday	01.30 – 07.30	Tuesday 16.00
	07.30 – 13.30	Tuesday 16.00
	13.30 – 19.30	Wednesday 09.00
	19.30 – 01.30	Wednesday 13.00
Thursday	01.30 – 07.30	Wednesday 16.00
	07.30 – 13.30	Wednesday 16.00
	13.30 – 19.30	Thursday 09.00
	19.30 – 01.30	Thursday 13.00
Friday	01.30 – 07.30	Thursday 16.00
	07.30 – 13.30	Thursday 16.00
	13.30 – 19.30	Friday 09.00
	19.30 – 01.30	Friday 13.00
Saturday	01.30 – 07.30	Friday 16.00
	07.30 – 13.30	Friday 16.00
	13.30 – 19.30	Saturday 09.00
	19.30 – 01.30	Saturday 13.00
Sunday	01.30 – 07.30	Saturday 15.00
	07.30 – 13.30	Saturday 15.00
	13.30 – 19.30	Saturday 15.00
	19.30 – 01.30	Saturday 15.00

Truck Gate is Open Monday to Saturday from 07:00 to 23:00

14. ATTACHMENT 2: GENERAL CONDITIONS FOR DISCHARGING/LOADING IMO CARGOES

ADMISSION OF HAZARDOUS CARGO TABLE

IR	Immediate removal, which includes the parking time of the goods necessary for the handling means for its removal and administrative formalities
30 Days	Stay time limited to 30 days, except for special authorization from port authority, upon, duly justified request from the User or the Terminal

Class-Division	Products	Prior Agreement	Time of Stay	Security		Comments
				Close safekeeping	Guard Patrol	
Class 1		Yes, for transit and Import/Export	IR	YES		The Close safekeeping of land vehicles containing Class 1 goods, in direct entry or exit, in any quantity is mandatory. The guarding of ships or bays containing these same goods is compulsory.
Class 2.1		not	30 Days	Not	Yes	
Class 2.2	All except UN 2455	Not	30 days	Not	NOT	UN 2455 Prohibited for transport by sea and land -IMDG code-
Class 2.3	All except UN 2186	Not	30 days	Not	Not	UN 2186 Prohibited for transport by sea and land -IMDG code-
Class 3	Packaging Group I	Not	30 days	Not	Yes	the transport of the Pure product of Ethyl Nitrite (UN 1194 in solution) is prohibited by sea -IMDG code
	Packaging Group II	Not	30 Days	Not	Yes	UN 1203 (petrol), Only Tank container of 25 tones maximum
	Packaging Group III	Not	30 Days	Not	Yes	

Cass 4.1	Autoreactive flammable solids of type A are prohibited					
	UN 1347	Not	30 Days	Not	Yes	the transport of the product with less than 30% (mass) of water is prohibited
	Desensitized explosive goods and DG with UN No. 2956, 3241,3242 & 3251	Not	30 Days	Not	Yes	
	Temperature control (UN No. 3231 to 3240)	Not	30 Days	Yes		
Class 4.2	All others	Not	30 days	Not	Yes	UN 3097 Prohibited for transport by road unless permitted
	All Others	Not	30 Days	Yes, If >100T	Yes, If < 100T	UN 1372: a certificate from an approved authority should be provided/ SP907 IMDG Code. UN 3127 and 3255 prohibited for transport by road
Class 4.3	Packaging Group I	Not	30 Days	Yes		
		Not	30 Days	Not	Yes	UN 3133 prohibited for transport by road
Class 5.1	1512	Prohibited for transport by sea -IMDG code				
	1450-1461-1462-1479-1482-1873-2626-2627-3210-3212-3213-3214-3219	Not	30 Days	Not	Yes	Sometimes prohibited for transport- IMDG code see SP349 and 900 for UN3212, SP350 for UN 1450 and 3213, SP351 for UN 1461 and 3210, SP352 for UN1482 and 3214, SP900 for UN1479,1873,2626,2627 and 3219
	2426	Not	30 Days	Not	Yes	should not exceed 2000 tons in the terminal
	1942-2067-3375	Not	30 Days	Not	Yes	Provide certificate of compliance- UN2067 prohibited for transport if capable of self-heating sufficient to cause decomposition. The transport of ammonium nitrate in bulk is prohibited

Class 5.2	Type A Organic peroxides are prohibited					
	Organic peroxides with subsidiary risk pf class 1.1 (explosion hazard)	Yes, for transit and Import/Export	IR	Yes		Unauthorized transshipment
	Organic peroxides with temperature control	Yes, except for transit	30 Days	Yes		
	All others	Not	30 Days	Not	Yes	
Class 6.1	Packaging group I	Not	30 Days	Yes		UN 3172 and UN 3462: see SP210 IMDG CODE; UN3315: provide a copy of the transport authorization document/ SP250 IMDG code; UN3048: provide certificate/ SP930 IMDG code; UN1613 and UN3294: sometimes prohibited for transport - SP900 IMDG code
	Packaging Group II	Not	30 Days	not	Yes	UN 1642: the transport of the pure product is prohibited by sea - IMDG code
	Packaging Group III	Not	30 Days	Not	Yes	UN 2249 Prohibited for transport by sea
Class 6.2		Yes, for transit and Import/Export	IR	Yes		Unauthorized transshipment
Class 7		Yes, for transit and Import/Export	IR	Yes		Unauthorized transshipment: the safe keeping of Vehicles containing any quantity of Class 7 is mandatory; the guarding of ships or vessels containing radioactive goods of class 7 is compulsory.

EUROGATE Tanger S. A.

Société anonyme à Directoire et à Conseil de Surveillance au capital Social € 40.000.000

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Class 8	Packaging Group I	not	30 Days	Not	Yes	
	Packaging Group I with subsidiary risk 6.1	Not	30 days	Yes		
	Packaging Group II	Not	30 Days	Not	Yes	UN1826: prohibited from shipping unless: - Chemically stable- Accompanied by a certificate stating that the product does not contain any impurities of an explosive nature. UN1832: the Transport of chemically unstable mixtures is prohibited/ see SP113 IMDG code.
	Packaging Group III	Not	30 Days	Not	Yes	UN1798 prohibited for transport by road
Class 9	2590-2212	Not	30 Days	Not	Yes	See SP168/ subject to Import and Export Permit
	3245	GMO/ Import ban (Comply with the Moroccan regulations in force)				
	2071	Not	30 Days	Not	Yes	should not exceed 2000 tons in the terminal
	2315-3151-3152-3432	Not	30 Days	Not	Not	
	2216	Not	30 Days	Not	Not	Provide Certificate from an authorized authority/ see SP907 IMDG Code
	All others	Not	30 Days	Not	Not	

Holidays: Terminal closure days (1,5 days)

AID AL ADHA: 24-hour closure from 01:30 am to 01:30 am.

AID AL FITR: 12 Hours closure from 07:30 am

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